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CENTRAL FAX CENTER**Patent Claims:****MAY 27 2008**

- 1-11 Canceled
12. (Currently amended) A method for actuating an electrically controllable parking brake in a vehicle, comprising the steps of detecting that the parking brake is applied at at least one vehicle wheel, determining that the vehicle speed exceeds wherein, at a driving speed exceeding a predetermined minimum speed, reducing the brake torque caused by the parking brake at at least one of the at least one braked wheel wheels is reduced, in order to prevent wheel-locking of the wheels braked by the parking brake.
13. (Previously presented) The method as claimed in claim 12, wherein the wheel slip is monitored to determine an nominal value of the reduced brake torque.
14. (Previously presented) The method as claimed in claim 13, wherein the brake torque is reduced after detection of wheel slip above a predetermined threshold value on one of the wheels braked by the brake, and the brake torque is increased after detection of wheel slip below a predetermined threshold value.
15. (Previously presented) The method as claimed in claim 14, wherein the wheel slip of the wheels braked by the parking brake is monitored and an unstable phase is determined when at least one wheel speed is below the vehicle speed (v_{ref}) by a defined amount, and wherein in an unstable phase a new nominal value for the brake torque is calculated.
16. (Previously presented) The method as claimed in claim 14, wherein the wheel slip is monitored and an unstable phase is determined when at least the wheel slip of at least one exceeds a defined amount, and wherein in an unstable phase a new nominal value for the brake torque is calculated.

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17. (Currently amended) The method as claimed in claim 13, wherein a plurality of wheels are braked by the parking brake, further comprising the steps of
determining which one of the braked wheels is the wheel slip of the wheel braked by the parking brake is monitored, said wheel showing the instantaneously greatest wheel slip, and
monitoring the wheel slip of the braked wheel with the instantaneously greatest wheel slip (Select Low).
18. (Currently amended) The method as claimed in claim 13, wherein the nominal value of the brake torque of the a preceding calculation is also taken into consideration to calculate a new nominal value for the brake torque.
19. (Previously presented) The method as claimed in claim 13, comprising the further steps of
determining that the wheel slip of at least one braked wheel has exceeded a slip threshold,
wherein determining a quantity (1) representative of the prevailing the actual
brake torque (2) prevailing at the time when the slip threshold is exceeded or a
quantity derived by way of an approximation model that corresponds largely to
the present brake torque (2) is considered in order to calculate , and
calculating a new nominal value for the brake torque based on the quantity
representative of the prevailing brake torque.
20. (Previously presented) The method as claimed in claim 13, wherein [[it]] the wheel slip is monitored over a defined period to that the wheel slip has not exceeded another predetermined slip threshold in order to avoid underbraking conditions.

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21. (Currently amended) The method as claimed in claim 12,
wherein the brake torque is increased in particular stepwise when underbraking
occurs.
22. (Previously presented) An electrically controllable parking brake for motor
vehicles comprising another with an electronic service brake system with anti-
lock protection,
wherein the parking brake includes an anti-lock device.
23. (Currently amended) The brake as claimed in claim 22,
wherein the anti-lock device is designed to reduce the brake torque at the braked
wheels in order to prevent locking of the wheels braked by the parking brake.